

Shipping--Steamers ? Going Home?

WHY NOT

A Holiday
at Home,
and a way
to get
there that's
a holiday.

See the beauties of Japan, of Honolulu (the Paradise of the Pacific) of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U. S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for passengers under the superintendence of a chef of international reputation.

THE COST: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £17. For the INTERMEDIATE SERVICE First Class accommodations are provided for £13 to London (return ticket £24) and to San Francisco £25. SPECIAL RATES for Army, Navy, Consular or Civil Service, on application.

STEAMERS:-

Siberia	18,000	Ton	Sailing Jan. 27	1 p.m.
Manchuria	27,000	"	Feb. 10	"
Mongolia	27,000	"	Mar. 2	"
Korea	18,000	"	Apr. 2	"
SIBERIA	18,000	"	Apr. 10	"

INTERMEDIATE:-

China	10,200	"	Feb. 2	"
Nile	11,000	"	Feb. 23	"
Persea	9,000	"	Mar. 20	"

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake, Pier).
Telephone No. 111.

FRED J. HALTON,

Agent.

Hongkong, 24th January, 1912.

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Notice

NOTICE

THE attention of BRITISH SUBJECTS in Canton Consulate District is called to Section 142 of the China and Foreign Trade Act, 1904, enjoining upon registration in January, and especially of Sub-section 10 thereof which provides as follows:-
If any person fails to comply with the Provision of this Order respecting Registration, and does not cause his failure to the satisfaction of the Consular Officer, he or she shall be guilty of an offence against this Order, and may be ordered to pay a fine, if it is not paid, to be imprisoned for a term not exceeding three months, or both, at the discretion of the Consular Officer.
BRITISH SUBJECTS are particularly requested to produce the preceding year's certificate when applying for renewal of registration.
J. W. JAMESON,
Consul-General,
H.B.M. Consulate-General,
Canton, Jan. 20th, 1912.

NOTICE

MR. JOHN JOHNSON has been admitted a Member of our Company and Mr. ALFRED BROOKE SMITH, Mr. GEORGE WALTER SHEPARD and Mr. JOHN EDWARD GRESSON have been authorized to sign on behalf of the Company per contract.
JARDINE, MATHESON & CO., LTD.
Hongkong, 10th Jan., 1912.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "NILE,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 3rd Feb., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 20th Jan., 1912.

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CANTON-KOWLOON RAILWAY.

ALTERATION AND ACCELERATION OF TRAIN SERVICE.

THE PUBLIC is hereby notified that from THURSDAY, February 1st important alterations and additions will be made to the present time table.

The first Through Train from Kowloon to Canton will leave daily at 5.15 a.m., instead of 8 a.m., and an additional Through Train will leave at 11.25 a.m.

The Express Train now leaving at 2.25 p.m. will leave at 2.40 p.m., and has been accelerated and will arrive at Canton at 6.35 p.m., making the journey in under four hours.

For a Canton Train will leave for Kowloon at 7.15 a.m., instead of 7.55 a.m., and an extra Through Train at 11.15 a.m.

The Express will leave at 2.55 p.m., instead of 2.25 p.m., and has also been accelerated and will arrive at Kowloon at 4.50 p.m.

For residents in the New Territories a train will be run to arrive at Kowloon at 9.15 a.m., and leave in the afternoon, at 5.52 p.m. The present train arriving at Kowloon at 11.30 a.m. will leave at 3.45 p.m., will be cancelled.

For full or particulars see Time Tables which may be had on application to:-

The Manager, British Section, Kowloon.
The Traffic Manager, Chinese Section, Canton, and at the Posting Office.

By Order, The Canton-Kowloon Railway.
Kowloon, 23rd Jan., 1912.

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WING KEE & CO.

47-49, Cross Street B1.

SHIPCHANDLERS,
PROVISION & COAL
MERCHANTS

Hongkong, 24th Jan., 1912.

[55]

To Let

OFFICES in King's Building.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong 14th Dec. 1911.

[63]

TO LET.

NO. 4 MORRISON HILL with out y. n. l. March.

Apply Property Office
MESSRS. JARDINE, MATHESON & CO., LTD.

Hongkong, 26th Jan., 1912.

[11]

Intimations

CHINA EXPRESS CO.

(ESTABLISHED 1841)

GENERAL SHIPPING AND FORWARDING AGENTS.

Parcels and Cases of any Size, Shape, or Weight forwarded to All Parts of The World, at the Lowest Rates of Freight.

TELEPHONE No. 668.

P.O. BOX 250.

3, DUDDELL STREET.

JOHN TAYLOR,

MANAGER.

Hongkong, 30th January, 1912.

[112]

CIGARETTES

BOUTON ROUGE

\$4.20 per 100

FELUCCA

\$2.80 per 100

ENJOY THE LARGEST SALE IN EGYPT.

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 20th Jan., 1912.

[40]

NOW READY!!!

OUR NEW O. B. BREW, manufactured exclusively from the finest Bohemian Hops and German Malt by an expert German Brewer. May be had from dealers or from the undersigned.

O.



B.

Ask for the NEW O. B. BREW.

ORIENTAL BREWERY, LTD. Hongkong.

THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE LAKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.

Agents.

BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

[42]

KUHN

AND

KOMOR.

Art Curio Dealers.

INSPECTION INVITED.

A. KUHN,

Proprietor.

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and

OUTFITTER.

21, Hongkong Hotel Buildings.

Queen's Road

WM. POWELL

LIMITED.

GREAT!!

CASH!!

SALE!!

NOW

PROCEEDING

ENORMOUS

REDUCTIONS

IN ALL

DEPARTMENTS.

POWELL'S

25-27, 135, Jan., 1912.

[7]

Intimations

HONGKONG HOTEL

GRILL ROOM

IS NOW OPEN

J. H. TAGGART,

Manager.

Hongkong, 23rd January, 1912.

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REALLY GOOD SPECTACLES

Are such a comfort to tired or strained eyes that their value cannot be over-estimated. If your eyes need glasses they should have the best you can get.

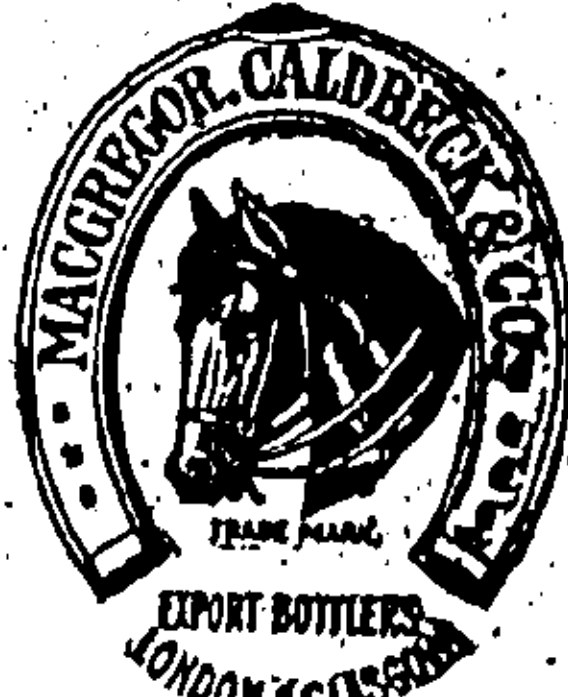
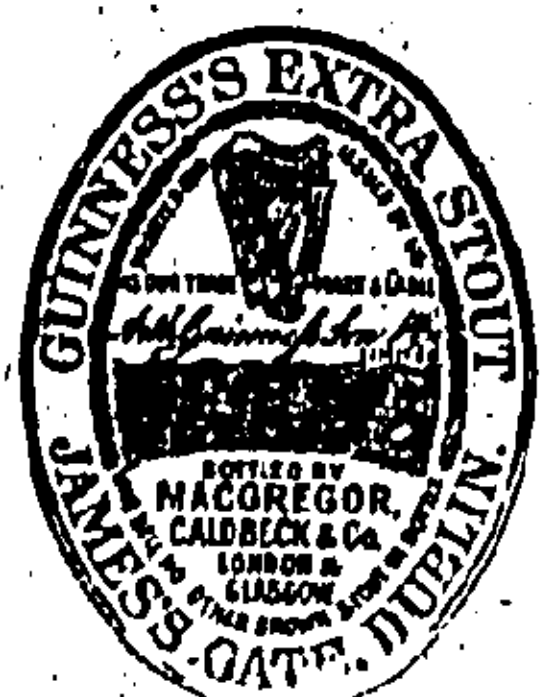
THAT MEANS

- 1.—Careful and expert examination;
- 2.—Precision in the making;
- 3.—The best of materials;
- 4.—Adjustment to a nicety.

All of the above we offer you. We invite comparison with the equipment of any optical establishment anywhere. Torics, amber and other tinted lenses, mounted in gold, gold-filled, or other metals at lower cost. Our prices are reasonable. Our materials and workmanship are guaranteed.



GUINNESS' STOUT, THE WELL-KNOWN "HORSEHEAD,"



BRAND.

Sole Agents,

CALDBECK MACGREGOR & CO.

HONGKONG, SHANGHAI, SINGAPORE, TIENTSIN and KUALA LUMPUR.

Hongkong, 25th January, 1912.

[46]

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.
AUTOMATIC WELDING.

repair of boilers and hulls, welding of cracks.
Renewing of corroded plates by addition of metal.
Welding of broken pieces of any kind of metal.

OFFICE: 81, George's Building, 2nd Floor, Telephone 1085.

[45]



PURE-ALUMINIUM COOKING-UTENSILS.

THE MOST HYGIENIC NO BUST NO CHIPPING OF ENAMEL VERY DURABLE

SAVE TIME AND FUEL BRIGHT AND CLEAN.

VERY MODERATE PRICES. INSPECTION INVITED.

F. BLACKHEAD & CO.

[44]

Diss Bros
TAILORS

1 WYNDHAM STREET (Floor 24) ESTABLISHED 1900.

[45]

OUR CONTEMPORARIES. WHAT THEY THINK.

China Mail.

The Housing Problem.
Two hundred and forty-three applications have already been made for houses on the reservation, showing that the scheme meets with very general support from the section of the community it is intended to benefit. Looking at the proposals in their broadest aspect we think that the scheme presents features that stamp it as a sound financial undertaking and at the same time it is a practical solution of a very pressing and vexing social problem.

Mr. Soares has prepared a plan for a somewhat similar scheme for Kowloon. Here he intends, if possible, erecting by means of a co-operative society, a garden city for his nationals and persons of limited means, and from the plans which he submits and the arguments he employs to back them, we think that he has hit upon an equally workable proposition. Should the Government see its way to countenancing the Garden City project as well as the Cidade Camoes the Portuguese community will be well served indeed.

Daily Press.

Yuan, the Capable.

No man is more capable than Yuan Shih-kai of effecting the great reconciliation between North and South which must follow the proclamation of peace, if we are again to see settled government throughout China's wide dominions. Yuan has many detractors and many enemies, but where is it possible to look in China for a statesman more capable of undertaking this important and delicate task? In offering him the Presidency, the Republican leaders frankly acknowledge and pay tribute to his statesmanship, and at the same time show a genuine desire to avert the renewal of hostilities. At the eleventh hour, with the General of the Imperial Army declaring in favour of a republic under a government formed by Yuan Shih-kai, the danger is that the fight may now be continued for the supremacy of one or other of the two Republican parties; but it will be sincerely hoped now that the two parties in the State have so nearly approached a basis of agreement that the armistice will end with a declaration of peace and a union of the forces of constructive statesmanship to establish a progressive and stable government for the whole of China.

South China Morning Post.

The Shipping Outlook.

Of course, one of the most momentous influences upon the shipping of the future will be the Panama Canal, and the proposal for preferential tolls for American vessels has excited heated controversy. There is a strong agitation for a free Canal, even extending to business circles in the United States, for it is urged that the subsequent development of American trade would wholly justify such a course. On the other hand, it is represented that the United States, having spent so much money on the Canal, is properly entitled to seek to recover some of it by the levying of reasonable dues, and at the same time to assist her own lines materially by according special privileges.

A pleasing feature of the presentation of the native officers to the King at the Garden Party at Calcutta was that the King spoke to each one in Hindustani.

The New York "Evening Post" of Dec. 21 says:—Miss M. H. Bynon, who has served as a missionary in China for eight years, returned home to-day on the American liner Philadelphia. She said she had been in the heart of the rioting, and that her life had been in danger. She said she could be more useful alive in the United States than dead in China.

WOMEN'S WORLD

[Items of interest to women, notices of forthcoming and notes on recent social events, and kindred paragraphs will be cordially welcomed. The co-operation of our lady readers is asked in order to make this feature at once especially interesting and useful.]

BECOMINGLY DRESSED.

How to Accentuate Good Points.

Every woman worthy of the name desires to be becomingly dressed and one is greatly helped towards this end if in one's toilettes a touch of colour to match the hair and eyes is introduced. It accentuates one's "points." For example, an ideal dance frock for a dark-haired girl would be a pale green shot with mauve crepe de soie, simply built, with a wide insertion of Brussels lace just above the knees, and a long wide scarf of lace, the ends bordered with wide fringe crystal, draped over the corsage, fish-wise, the long ends—one being longer than the other—reaching almost to the hem of the gown.

At the waist—to suit the oblong note—there are three narrow bands of black panne or black fox, the waistline being a little higher than normal. Edging the décolletage is a dainty frill of lace outlined with tiny crystals. A pretty touch of colour is given by cherries in natural colours, white and red, corse and deep red, with their green leaves and brown stalks. These have been painted on velvet, cut out and applied on to the ends of the lace scarf and the small gathered sleeves which have crystal passementerie down the centre, and terminate in ruffles of lace. A bunch of cherries in the same shades—of velvet, padded—are also worn at the waist.

So are emphasised the black hair and brown eyes of the wearer.

For the Brown-haired Woman.

To the woman with brown hair which has golden lights one commends the new colour, which is of greenish gold. And as hair of this colour is frequently accompanied by grey eyes, which almost invariably have a yellowish halo around the iris, this is the colour for her. A suggestion for a bill gown is an underdress of satin, with a dull finish, in this greenish-yellow, cut short in the centre front to show pretty shoes in the same shade and with a pointed train. Over this goes a tunic of guipure in pale cream to the knees. The corsage arranged in V-shape over innumerable frillings of narrow lace, the V being outlined with small gold tassels. The tunic skirt also follows the same lines, and is outlined with tassels, which are tiny at the waist, but grow gradually longer until, when they reach the knees, they are long enough to veil the satin hem. The contour of the gown is of tulle in cream, gold, and olive-green, and in the centre is tucked a huge, dark-red, damask rose.

HAIR ORNAMENTS.

One notices that not so many hair ornaments are being worn; without a doubt well-burnished tresses need little or no adornment. Well, we shall see; but on it as not hope for the return of the turbans and big "brushes." A jewelled spray is smart; and a single ostrich plume, jewelled behind the stem and curling behind the ears, as a well-known woman has worn it, is picturesque. For a coiffure classic in its simplicity perhaps nothing is better than a thin chain of gold with a pendant jewel resting on the forehead.

Or for a swathed dressing, there is a wide jewelled band which fits the head all round, like a turban, but instead of the straight line it develops a point in front. The band is sometimes studded, and small dangling stiff curls are arranged over the ears. It seems there is a vogue for, so to say, the hidden ear; as the coiffure ornaments agree with this assumption.

For those who will not forsake the "curly" dressing there is a new jewelled band, which is passed over the crown of the head and terminates at each ear with long jewelled tassels, or

occasionally a cabochon with fringe.

Curls are not nearly so popular as they were, and they seem doomed to suffer a temporary eclipse, since although one is exhorted to adhere to the style that suits one, most women find it is invariably the newest mode that becomes them best.

To Brown a Cake.

When making a batch of cakes, if you want them to brown nicely all over, try the following plan: Place a basin of cold water in the oven just before the cakes are ready to be popped in. This prevents them from burning, and at the same time gives them the rich brown colour that looks so appetising and is so much desired by the amateur cook.

NEWS OF THE WORLD.

(Continued from Page 4.)

How The Maine Was Blown Up.

President Taft and his Cabinet were given a demonstration in the Cabinet-room of the White House on December 15 of just how the battleship Maine is supposed to have been blown up in Havana harbour. Rear Admiral Vreeland and Chief Constructor Watt of the navy, both members of the Maine Investigating Board, gave the demonstration.

A model of the Maine, constructed in Havana and brought to this country by the Board, was placed on the big mahogany table in the cabinet-room, and Mr. Taft and his advisers watched closely while the two naval officers explained. First, the Maine was shown riding at anchor in Havana harbour. Suddenly Admiral Vreeland pulled a string or two, and an exact reproduction of the Maine as she lay on the bottom after the explosion.

Convict and Man of Letters.

A romantic sequel to the life of a convict recently occurred in a town in Texas. A message to the "New York World" dated Dec. 16 describes the incident as follows: "To the poems and materials he has written in a cell of the State Penitentiary at Rank, Jack McKinney owes his liberty."

Gov. Colquitt pardoned McKinney on Thanksgiving. McKinney was sentenced to ten years for forgery.

While in prison he obtained permission to establish the "Alcalde Chronicle," a weekly newspaper devoted to the penitentiary. In this paper he used appealing materials in an effort to induce the prisoners to lead straight lives after leaving their cells.

He appealed to the world to take pity on the felons in nearly every issue and asked the charitably inclined to give them a chance.

But his most effective work was his short poems telling of a prisoner's hopes, thoughts, happiness and sufferings. His last poem pictured the joy of a father freed from prison and rejoined to his family, and it was this more than anything else that induced the Governor to decide upon a pardon.

Gov. Colquitt also writes poetry.

Trial Held over Phone.

The trial of a man by telephone occurred at Greensburg, Pa., recently when Justice of the Peace W. I. Hunter of Greensburg accepted the plea of "guilty" of a Pittsburgh contractor over the wire and the case was settled. The Pittsburgh man was accused of violating the speed laws when he passed through Greensburg the previous Sunday evening. The license number of his automobile was taken and a warrant issued for his arrest. Constable Harry Hazlett went to Pittsburgh and the contractor was ready to admit his guilt and pay the penalty, but he did not want to make a trip to Greensburg. The justice's office was called by telephone from Pittsburgh and Constable Hazlett stated the case to Justice Hunter, who took the offender's plea of "guilty." "Ten dollars and costs," replied the justice. The constable returned to Greensburg with the money.

HOTELS.

HONGKONG HOTEL.

FIRST CLASS AND DE-LUXE SUITES.

Hongkong, 20th April, 1911.

J. H. TAGGART, Manager.

GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

F. REIDEMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GABEAU,

Proprietor.

N. BLUMENTHAL,

Manager.

Telephone, 170.

Telegrams "Astor."

OPEN AIR SKATING RINK.

BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday evening from 4 p.m. to 10 p.m.

W. GALLAGHER,

Manager.

Hongkong, 24th January, 1912.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak,

near the Tram Terminus.

Tel. 55.

For Terms, apply to the

MANAGER.

HOTEL LISTS.

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Adam, E. W.

Allen, G. T.

Arnold, Mrs. G.

Ayer, F. J.

Baldwin, Mr. and

Mrs. A. M.

Bates, E. R.

Ball, C. D. J.

Bernal, J.

Bischoffs, Dr. P.

O.

Bookett, W. L.

Doddman, Mrs. J.

Brown, B. M.

Bunsan, F.

Burt, W. H.

Chivers, P. T.

Chisholm, W. T.

Clarke, W. E.

Cowan, Miss O.

Crandall, F. W.

Cundell, G. B.

Davies, A. W.

Davies, Hon. W.

Rees, G. O.

D'Oettingen, V.

Drew, W. O.

Eames, E. J. W.

Ehrenfels, Mr.

Mrs. H. O.

Fahre, Capt.

Fahre, H. G.

Florin, A. G.

Elphick, Dr.

Elwes, H. J.

Forester, J.

Fuller, Dr. J. B.

Gaubert, R.

Garrow, H.

Giles, Mr. and Mrs.

A. B.

Goldman, V.

Gold, Mr. & Mrs. J.

Grimshaw, R. J.

Haggart, J. B.

Hale, Mr. & Mrs.

Hall, Capt. T. P.

Hansel, Mr. and

Mrs. W. A.

Hanson, A.

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Hupeden, H.

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Mrs. E. L.

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Burns, L. E.

Casabianca, Dr.

Dales, F.

Domingo, U.

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Grando, A.

Gray, Major A.

Grubberg, H. M.

Hansen, J. W. A.

Hault, G.

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Holm, P. O.

Horton, Miss

Jessen, Mr. & Mrs.

E. V.

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Joseph, I.

Kabal, E. S.

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Lapins, Geo.

Lapins, P. A.

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C. N.

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A. B.

Dexter, E. O.

Evans, Mr. & Mrs.

G. H.

Fowler, C. S.

Gardner, Mr. and

Mrs. J. and 2 Tap. O.

Taylor, R.

General

Harris, Mr. and

Mrs. G.

Young, Miss B.

Kiss Edwards, Mrs.

Arjo, F. A.

Aronson, Mr. and

Mrs. G. & child

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Baker, O.

Bellion, Dr.

Cowan, Mr.

Darby, A. J.

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E.

Ehardt, Mrs. and

child

Gales, Miss

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BOARD AND RESIDENCE.

"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 153, Wanchai Road. Telephone No. 312.

KING EDARWD HOTEL.

Under Entirely New Management.

The recently Renovated

Excellent Cuisine.

H. HAYNES,

Manager.

Hongkong, 16th Jan., 1912.

THE UNDERIGNED, General Agents

of the MANUFACTURERS LIFE INSURANCE COMPANY, Toronto, beg to give notice that they have not authorized any person to use their name in connection with a representation of the above Company.

BRADLEY & CO.

4, Queen's Buildings,

Hongkong.

THE FAMINE IN CHINA.

EIGHT Famine Districts of area of 50,000 square miles TWO and a half million people facing starvation.

BUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. O. GULLAND, Esq., Manager, International Banking Corporation, Shanghai.

Hongkong, 24th Jan., 1912.

E. C. WILKES, M. E. M. E. A. M. N. A.

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Landships.

ALEXANDRIA BUILDINGS, 2nd Floor

Hongkong, 1st Jan., 1912.

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at

9.15 EVERY EVENING 9.15

A Complete change of Pictures

EVERY WEDNESDAY and

SATURDAY.

all new to Hongkong.

MISS WILKES MURRAY

THE POPULAR COMEDIENNE

7.15 PICTURE ONLY 7.15

Lovers & Manager

R. E. STEPHENSON

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BOXES EXCHANGE TABLES.

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THE MANUFACTURERS

LIFE INSURANCE COMPANY

Toronto, beg to give notice that they

have not authorized any person to use

their name in connection with a

representation of the above Company.

BRADLEY & CO.

4, Queen's Buildings,

Hongkong.

Hongkong, 24th Jan., 1912.

[11]

Intimations

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

Telegrams "Sparkless" Telephone 518, 16, Des Vaux Rd., Hongkong.

HEAD OFFICE: 7 JINKEE ROAD, SHANGHAI

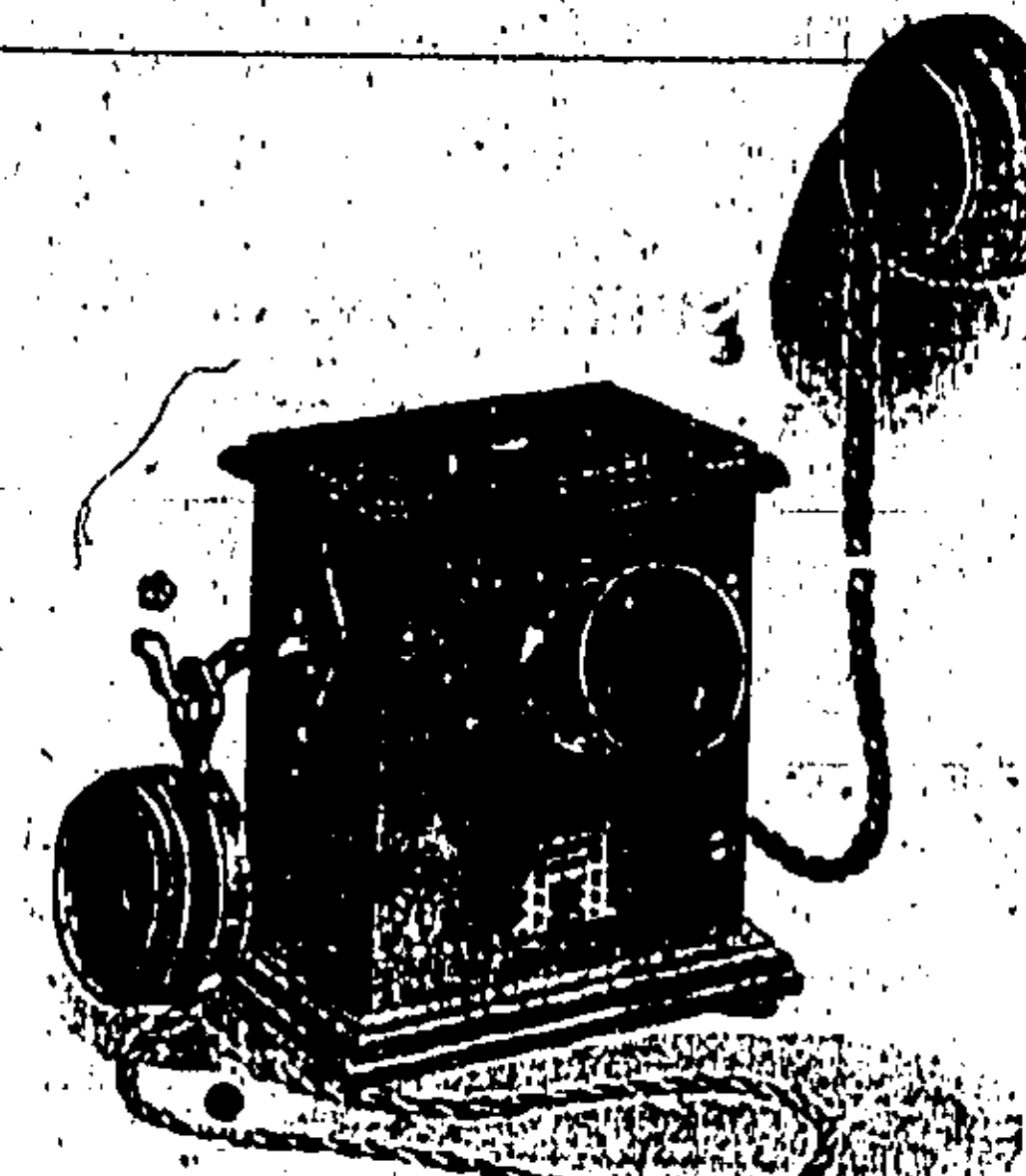
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OF ALL KINDS OF

ELECTRICAL MACHINERY, APPARATUS, FITTING

ACCESSORIES, TELEPHONES, WIRES AND

Cables, &c., &c.



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WM. C. JACK & CO., LTD.

41, Des Vaux Road, Hongkong.

[59]

SOUTH MANCHURIA RAILWAY

SHORTEST

BETWEEN

THE FAR EAST & EUROPE

-via DAIREN-

WINTER SCHEDULE

THREE WEEKS from October 28, 1911.

excellent equipped sleeping, DRESS TRAIN SERVICE, composed of

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Hongkong, 6th January, 1912.

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JANUARY 30, 1912.

LAW—OR JUSTICE?

The Chief Justice has just given a ruling which deserves more than passing attention. Unlike the average legal ruling hailed as interesting and important, its interest is not academic and its importance is patent to the layman. In the course of a case that occupied a great part of last week, the Hon. Mr. H. E. Pollock endeavoured to tender evidence consisting of extracts from the loan book of a certain bank. Mr. Slade, objected that the procedure laid down in the Evidence Ordinance, 1889, had not been followed. Sections 20 and 21 of that Ordinance say that the Court has power to direct copies of entries in a banker's book to be taken on application by any party to any proceedings. But—and this is an important "but"—the Chief Justice holds that the sections empower the taking of entries only from English bankers' books and not from those of foreign banks.

We do not doubt that this is excellent law. The Chief Justice is not at all likely to lay down such a ruling except it is the only possible ruling. But, however it may be as law, this will not strike the average person either as good sense or common justice. The Ordinance may have operated well twenty-two years ago, when it was framed, but it is clear that it requires amending now. From no point of view, that we can see, is it possible to justify an Ordinance so limited in scope and so unfair to depositors in English banks. It is unfair to them, be it observed, not in respect of its inclusion of them in its operations, but in respect of its exclusion of others. It is a proper law so far as it goes. The mischief is that it does not go far enough.

By foreign banks, we presume, are meant those not registered in London or Hongkong. Why should their depositors be exempt? To allow the law to remain as it stands is positively to penalize Englishmen in an English Colony for being Englishmen. It penalizes others, of course, but that is putting the matter broadly. A branch of a foreign bank, wherever registered, and its depositors, in an English Colony should be subject to the laws of the Colony. If they are not, the laws require amending.

Debtors are much more likely to be gratified with the ruling than are their unfortunate creditors. It is easy for them to transfer their money (and debtors are not always without money) from English to foreign banks and rest fairly secure on that score. However this state of matters may, appeal to the legal mind—for there may be some legal aspect which can be defended—it does not appeal to the lay mind, as defensible on any score. The Ordinance of 1889 which was framed to facilitate the ends of justice is now more likely to retard, perhaps even to defeat, them. The mischief of the situation is plain. So is the remedy, and it is full time for the remedy, in the shape of an Order in Council, to be applied.

DAY BY DAY.

An optimist is a man who when he falls into the soup thinks of himself as being in the swim.

To-day's Paper.

Woman's World, as is usual on Tuesdays, appears on page 3. On page 8 will be found sport from many quarters, continued from page 5, and particulars in regard to the Photographic Competition.

Another dead body was picked up in the Harbour, last night.

Fourteen sticks of dynamite, with cap and fuse, have been found beneath the Thebes bridge, says a Chicago telegram.

We have received from Messrs. The China & Siam, their useful list of sailings from China and Japan, for the April-June quarter.

For being in unlawful possession of six catties of rice, a woman was fined \$3 or seven days, at the Magistracy, this morning.

Immigration statistics given at New York show that arrivals during the year were thirty per cent. lower than the record of departures.

On a charge of gambling by playing fan-tan near the Clock Tower yesterday, two men were remanded on bail of \$3 each, at the Magistracy this morning.

Eighty plates had to be removed from the midsheep portion of the hull of the Atlantic liner Lusitania, which ran aground at Liverpool during a recent storm.

On returning to the Colony after a brief absence, a man was charged at the Magistracy, this morning. Prisoner said that he thought his time was up.

An unemployed carpenter was charged at the Magistracy, this morning, with being in possession of 48 tools of opium without a permit from the Opium Farm. He was ordered to pay \$500.00 or go to prison for three months.

The Chinese Engineering and Mining Co., Ltd., inform us that the total output of the Company's three mines for the week ending January 13, 1912, amounted to 32,847.78 tons and the sales during the period, to 28,648.00 tons.

The Colony's Health.

During the week ended Jan. 27 forty cases of small-pox occurred in the Colony and twenty-eight deaths. One Portuguese contracted the disease, and the other thirty-nine were Chinese. There were two non-fatal cases of diphtheria during the period.

The P. W. D.

From "Truth"—Service in the capacity of an Assistant Engineer or overseer in the Public Works Department of the Colony of Hongkong appears to be a curiously unattractive, judging from a list I have received of men who have either retired before the termination of their engagements or else refused to stay on for another term. The list mentions a dozen or so cases in which this has happened during the last few years. Needless to say, frequent changes in the staff cannot be to the advantage of the department, and it would be interesting to learn the reason for these resignations.

Alleged Theft of Calendars.

At the Magistracy, this morning, a remand was granted in a case in which three men were charged with the larceny of 228 calendars valued at \$20, the property of the South China Morning Post Co., on divers dates between July of 1911 and January 20, 1912. They were further charged with receiving the calendars knowing them to have been stolen, and also with being in possession of playing cards valued at \$10, suspected to have been stolen. Another charge was in connection with receiving ten sheets valued at \$10, the property of the Pacific Mail Company, but this concerned the third defendant only. Sergeant Appleton prosecuted, and Messrs. Smith and D'Almeida defended.

Speaking of the Kovarik-Denman Fuller concert in Shanghai, the papers there generally speak in the highest terms of each of the artists. The "Shanghai Mercury" says, inter alia, "Mr. Fuller played admirably. As a soloist he played with great confidence. In the concert with the orchestra he was splendid. The solos he played were very varied in their style, but perhaps the best was 'Reflets dans l'eau.' As an on-comre he gave 'To a coquette' by Ed. Schmitt. Young Kovarik is fortunate in his accompanist. Mr. Fuller did his part with perfect ease and subordinated himself throughout."

The Tannysan Bay, on the edge of the Isle of Wight, which the gale in December destroyed, was a landmark for all vessels entering the Solent from the west. It consisted of a tall iron cross, thirty-two feet high, with the pedestal, and bore the following inscription:—"To the memory of Alfred, Lord Tannysan; this cross, a beacon to sailors, is raised by the people of freshwater and others who desired to honour him in England and America." The site on which it stood formed part of the manor of Farringford, and was one of the objects of the long daily walk which he took until within a few short years of his death. There is—or was—a splendid view from it, extending from Weymouth on one side to Portsmouth on the other, and including as far as the New Forest.

The Temple Robbery.

The police have been successful in making another capture in connection with the armed robbery at Tai Oi and the accused was presented at the Magistracy, this morning when a remand was granted.

Breaking and Entering.

At the Magistracy, this morning, a man was charged with breaking and entering, and further charged with the theft of a lock. On each charge he was sent to gaol for three months' hard labour, the sentences to run consecutively.

Alleged False Pretences.

Bail of \$500 and 250 respectively was fixed by Mr. Melbourne at the Magistracy this morning in a case in which two men were remanded on a charge of false pretences.

One man said that he was the shroff for the Holland, China Trading Company, and had been in Hongkong for thirty-two years. Mr. Barlow defended.

Opium Revenue.

The following figures furnished to an Indian journal speak for themselves. The opium revenue received in Bengal for the month of December, amounted to Rs. 44,40,725, being nearly four lakhs better than the estimate. The revenue received from Bombay in the same period was Rs. 743,000. The total revenue received from the auction sales of Bengal opium up to the end of the present month amounts to Rs. 5,03,66,825, or 1 crore 27 lakhs more than the estimate. From eight months past duty on opium exported from Bombay the receipt was Rs. 30,18,300.

A New Steamer.

The following is from "The Glasgow Herald" of Thursday, December 21, 1911:—"The London and Glasgow Company, Govan, launched yesterday the steamer Indragiri, which they have built for the Indra Line, of Liverpool. The vessel, which has been constructed under the supervision of Messrs. G. S. Goodwin & Co., is 430 feet in length, 53 feet 8 inches in breadth, 33 feet 11 inches in depth moulded to upper deck, and of about 5,750 tons gross, and 9,000 tons deadweight. She has been built to the highest class at Lloyds, is fitted with a double bottom for water ballast, and has all the most modern appliances for handling cargo. Accommodation is provided for a limited number of first class passengers in State Rooms amidships on the Bridge Deck. The vessel is to be fitted with a refrigerating installation for the provisions. The naming ceremony was performed by Mrs. Hugh Nelson, Chaplain, Ayrshire, daughter of Sir Thomas Boydell, Bart., Liverpool."

THE WEATHER.

Some Interesting Facts.

One of the officials of the Observatory at Kowloon courteously furnished a representative of the "Hongkong Telegraph" with some interesting facts and figures in regard to the weather this morning. It was explained that one difficulty under which the local Observatory suffered was the absence of kites for ascertaining conditions in the higher air strata. It was added that, owing to the difficulty of observation of upper air conditions on account of the clouds, the clock would be out to a considerable degree. By the term "considerable" was meant a difference of perhaps a second or two, which was sufficiently important from the meteorological point of view.

Some figures were given which may be of interest at the present moment. From January 1, the mean maximum temperature was 69.9 and the mean minimum temperature 55.3. The absolute maximum temperature was 72.3 on January 6 and the absolute minimum temperature was 47.2 on January 28. The last fortnight has been considerably colder. The cold really set in, we might say, on about January 14. The mean maximum temperature was 58.4 from January 14 to 29 and the mean minimum temperature was 53.9 for the same period. The mean temperature for the whole of January was 60.1 and for the period January 14 to 29 the mean temperature was 59.5. The relative humidity from January 1 was 80 per cent, and the mean relative humidity was 76 per cent. for the last 25 years. Sunshine has been very much in defect. On January 1, there were 8.5 hours of sunshine. On January 4, there were 5.3 hours, on January 9, 6.6 and on January 11, 5.5 hours. From these days, there has been the normal sunshine for January, was 142.8 hours and the mean amount of clouds was 83 per cent, as against 64 per cent. for the last 25 years.

Compared with former years, the cloud values in January, 1909, were 83 per cent, followed by 80 per cent in February and 92 per cent in March, which was pretty bad. The only year in which the cloudy state of the weather was greater than at present was in January, 1887, when the percentage was 90. In 1900, it was the same as at present, viz., 83 per cent.

A JUNK PIRATED.

Use of Stinkpots.

Early this morning a junk called at Shaukiwan and the owner reported that at Ping Hoi, pirates had fired on his craft and robbed him of \$400.00 worth of fish and clothing.

According to the story told to the authorities, the pirates, numbering a hundred, in twenty junks, attacked the unfortunate boat whilst fishing. Shots were fired and the junk held up. The pirates went on board, took away fish and clothing to the value stated, leaving the four fishermen naked. When retiring they threw stinkpots at their victims, severely burning their bodies and also damaging the junk. This occurred on Sunday at noon, and later in the day, the injured men came across a fishing junk from their own neighbourhood and they were given clothing. The affair was reported at Sa Mun custom station, but no material assistance could be given, and the junk made its way to Shaukiwan, where the matter was left in the hands of the authorities.

The four junk men were conveyed to the Government Civil Hospital, where their injuries are being attended to. One of the men is in a critical condition.

A New York telegram states that an American naval officer named Stephenson, has discovered a strange race of people in the north-western region of North America (Alaska). The race is said to be new, and unknown to ethnology.

A CONTRACT MATTER.

Cross Actions.

In the Summary Court this morning, before Mr. Justice Gounpertz, the Macao Electric Light Company, Ltd., sued the Ng Tsun-kee firm to recover \$1,000. There was a cross action for \$774 and both related to the removal of a quantity of timber and cable from Junk Bay to Macao, and plaintiffs asked for its delivery or return, while the defendants claimed for work done and labour in respect to the removal of the timber.

Mr. W. Lewis appeared for plaintiffs and Mr. F. X. D'Almeida for the defendant. Mr. Lewis said that the plaintiffs were a company registered in Hongkong and the defendant was a contractor carrying on business in Kowloon. On April 8 they entered into a contract with the Kwong Hip-long firm to transport, from Junk Bay to Macao, a certain quantity of machinery. They apparently sublet the contract to the defendant, and he having taken the work over, was asked by the plaintiff's comrade to take, as well, a quantity of timber and a length of cable. He agreed to do so, and the price agreed upon was \$70.

The Kwong Hip-long went into liquidation, and for a long time no liquidator was appointed, so that the plaintiffs were unable to pay them any money to carry on the contract. As a result the Kwong Hip-long were unable to pay any money to the defendant. He was not a man of much substance, and as a result the machinery remained in Hongkong for about nine months. Some time after a liquidator was appointed and he transported the machinery to Macao.

Mr. Lewis asked the liquidator, Mr. Lewis:—Yes.

Mr. D'Almeida:—They did not, until the liquidator threatened to sue them.

Mr. Lewis, continuing, said they continually asked the defendant to send the timber over, but up to the present he had failed to do so.

Evidence was being taken when we went to press.

NEWS OF THE WORLD.

(From Various Sources.)

Serious Riots in Oporto.

An Oporto telegram dated Dec. 12 says:—"Serious disturbances have taken place here, in consequence of last night's railroad accident, when fourteen persons were killed and thirty were injured by the derailment of two cars which fell into the River Douro. A large crowd attacked the offices of the street car company. The military were called out and drove them off."

Investigation at the scene of the accident shows that the foundations of the railroad, which were of sand, were weakened by a recent flood. Two of the front cars of the train were derailed at a curve leading to the bridge, and plunged into the river."

Varas of a Globe Walker.

With yards of being tortured at the stake in Tibet, and of being near death from hunger and thirst in Australia, Capt. H. M. Seaton, who says he has walked 34,200 miles and visited every country of the globe, arrived here to-day on the steamship Philadelphia, says the New York "Evening Post" of Dec. 21.

According to Seaton's story, he was almost dead from starvation in Australia when he saved his life by cutting the telegraph wire. The linemen came to repair the break and found him.

When trying to visit Lhasa, the capital of Tibet, called "The Forbidden City," he was captured by the natives and tortured by fire. He escaped and made his way across China, and thence down into India. He walked the entire length of Africa, from Cape Town to Cairo, and took no conveyance except to cross water.

(Continued on Page 8.)

NOTES AND COMMENTS.

Aims for Revolutionaries.

That the Revolutionaries have been getting arms from somewhere has been clearly evident, but considerable doubt has existed as to the source of supply. Many surmises have been made, but there has been a lack of any definite knowledge. Our contemporary the "China Press," however, in its issue of Jan. 20, declares that it has detailed evidence of the fact that large quantities of arms had been shipped to the Revolutionaries from Japan. One firm alone is said to have sold 12 big field guns, 25 quick firers and 50,000 latest-model 1900-Japanese rifles. The amount involved in the sales of arms and ammunition by this firm is reported to be over \$3,000,000. Our contemporary continues:—"Only a few days ago a steamer from Japan was met at Woosung by a Chinese cruiser, the cargo of arms and ammunition transhipped and the cruiser steamed past the Customs house to the Kiangnan arsenal. It is this method of transshipment which has been used at all times, sometimes the arms being transferred to small junks and smuggled on shore in that way." It is but fair to add that the Japanese Consulate-General at Shanghai derides and knowledge of the sale of arms by Japanese firms.

A Sporting Writer's Plight.

Our representative, who attended the Army and Navy Rugby match on Saturday, writes as follows:—"It would be as well perhaps if the Hongkong F. U. Committee would see that proper accommodation is provided for the Press. Some ticket or badge of recognition should also be provided so as to prevent altercation with a gatekeeper who, quite properly, believes it to be his duty to receive so many half dollars for so many occupants of the stand. In practically all the enclosures at Home, the seats for the Press are in front of the stand with a twelve foot ledge, for writing upon. To provide this would be only a matter of a few dollars, and it would greatly facilitate the reporting of the matches. Again, more advantageously placed, the Pressmen would be able to report in more detail the various matches."

A Useful Booklet.

A most interesting and instructive booklet on "The Value of Quinine" in combating malarial fever is issued by the Netherlands Indies Association for the promotion of the interests of the cinchona planters. Malaria and quinine are constantly mentioned together by people out East, but there are few nevertheless who are well informed as to the origin of either or their relation to each other. This little work, by Mr. S. S. Abrahamson, is a most useful compendium on the subject of "Malaria" and Quinine, and every reader is advised to secure a copy. It may not be the largest book in one's collection, but it should prove one of the most useful. We purposely refrain from trying to summarise its contents; it is not possible to do anything like justice to it by means of a brief summary or even by a short quotation. Get it and study it whole for yourself. Madam, we have to thank the Consulate-General for the Netherlands in Hongkong by whose courtesy we are possessed of a copy.

The Late Duke of Fife.

The wreck of the Delhi has had a tragic sequel. The Duke of Fife has died of pleurisy and congestion of the lungs, which followed a chill. The news of the sad event will hardly come as a surprise after the warning, not struck in the earlier telegram. Gravely ill, it said, and now he is dead. He will long be remembered as a kindly and a perfect gentleman. The average man could put all he knows concerning him on a small sheet of newspaper. But he would remark on his marriage to the Princess Royal in 1889. He would refer also to their home life, where he was no noise nor glitter, but peace and quiet, and satisfying happiness. A man could have an infinitely worse memorial than the wrecking an example of a home life that was so serene and pure.

THE REVOLUTION.

Position at Hankow.

Mr. Edwin J. Dingle writes to the "China Press" from Hankow under date January 20:—The Viceroy has changed his seat from Siakow to Sinyangchow, and there is a slight break in the railway this side of Siakow, and a bridge has been blown up by the Revolutionists at Sinyangchow. There has also been fighting at Chikawen, but it has not been on a big scale, and the casualties during the last four days probably have not reached a hundred killed.

At the present moment, however, it certainly does look as if there is to be a big battle soon. The Revolutionists claim to have no less than 30,000 men between Hankow and Siakow, but this figure might, I should think, be halved to bring us near the correct one. They hold many of the positions which the Imperialists held during the war, and are massing more troops on points to the north.

Both sides are under orders not to fire unless they are fired upon, and the killing has happened through sniping. It is rather curious to see two armies, one enormously larger than the other, eating, sleeping and carrying on the daily routine of army life, facing each other only a half a mile apart in some places, and not making any signs that they intend to fight. A surprise undoubtedly will be given to one side during the next few days, but the fact that the Imperialists have only a few thousand men in Hupeli goes to show that they do not wish to engage in serious warfare in this province. In Honan, however, as I have telegraphed a day or two ago, there is considerable fighting going on and the Imperialists seem to be getting the better of it all along the line.

Gen. Li's Future Movements.
When one reads in the Shanghai press of the intention of the Revolutionary Army to march upon Peking, one wonders what that really means.

There have come reports from Shanghai that General Li himself is to take command of the field forces, but at Wuohing there is no such idea, and it is pretty well certain that Li Yuan-hung will not leave Wuohing just yet. People generally have but a vague idea of the moral impetus that Li gives to the movement. Whilst this President and others closely associated with him carry their weight in the attempted formation of the Republic, there still remains only one man in the eye of the nation who started the Revolution: That man is Li Yuan-hung, and at this juncture were Li to alter his plans or to leave the city which he has held so long against the Imperialists the moral effect of his withdrawal would be disastrous in the central provinces.

But so far as the marching upon Peking is concerned, it seems to be a task fraught with more immediate danger to the Republic than appears at first sight. From Sinyangchow in North Hupeli, straight up through Honan and through Peking the railway is in the hands of the Imperial Army, and it would take months for the Republicans, no matter what their numbers, to win their way through to Peking. And it is perhaps not worth the trying.

Republican Cause Gaining.

So long as the armies can be kept from actual warfare on a big scale there can be no doubt that the Republican cause will make more headway than Yuan Shih-kai's cause—whatever that at the moment may be. But I am convinced still that the Northern Army, in their own provinces, enjoying all the advantages of conditions in which they have been brought up—and this is of vital importance to the Chinese—will be able to stand off the Revolutionists, who will be out of their element in every way. The feeling question alone would be enough to cripple the Revolutionists.

It may be yet a very long time before Li Yuan-hung will be able to march upon Peking.

SPORT.

Concerning the Umpire.

A BATCH OF GOOD STORIES.

The umpire is not always as impartial and just as he is supposed to be, even in important matches. A recent writer of great authority on the summer pastime, records that he well remembers a match where the umpire was no less celebrated a person than Fuller Pilch, probably the finest cricketer of his day. A batsman got his foot, or rather leg, as clearly before the wicket as could be; but when appealed to quite confidently by the field, Pilch gave the batsman "not out" to the perfect amazement of everybody. Later on he was spoken to about the matter, but smiling blandly at his objectors, he said: "Well, you see, I had heard such a lot about the young man's batting, and I had never had the chance of seeing him play before."

A well-known Yorkshire player tells a story of a gentleman whose son also has played several times for that county. It was at Hull, where the incident occurred, and the old gentleman was umpiring in an important match where rivalry ran very high. He was appealed to for a catch at the wicket, but to the bowler's intense astonishment replied: "Not out, and what is more I'll bet you half a crown your side loses." Not only was the bet declined, but the old gentleman was at once relieved from further duty on that occasion. His readiness to bet upon the success of the side he favoured, whilst strikingly characteristic of his birthplace, could not by any means be regarded as a great point in his favour as an impartial umpire.

Fell Fast Asleep

There are clearly recorded instances where the umpire has been really and literally asleep during an important cricket match. Probably the warm weather may have had something to do with it, but the fact remains anyhow. One instance was at Rochdale as far back as 1858, when Buttress, a well-known umpire of the day, was officiating. A ball, going at a terrific pace sped towards him, and everybody was surprised to see him make no preparations for getting out of its way. It struck him full in the stomach, and gave him a nasty blow. When spoken to later on about the matter, and asked why he did not move when he saw it coming, he said:

"I didn't see it, for I was fast asleep!"

The Yorkshire team once went to Hereford to play a match, which was to have Guy, of Nottingham, as one of its umpires. But when all was ready there was no Guy on the ground, and it was some time before he turned up. When he did so, he explained amid general laughter that he had fallen asleep in the train at Birmingham, and that the carriage which he occupied had been shunted into a siding there. Here he had slept all night and well into the next day, until when he awoke he suddenly remembered the match at Hereford would be waiting for his appearance.

Absent-Minded.

Speaking of the West of England reminds the writer of a match which was played in Shropshire some years ago, when the teams found that there was an umpire wanting after their arrival at the village green. As there was only one grown up man present as spectator when the match was ready to commence that person was asked to perform the simple duties of umpire. After saying that he scarcely knew the game, he agreed, after some pressing, to officiate.

He got along fairly well until it struck one of the fielders that the batsman were too fond of getting their legs in front of balls likely to hit the wicket. So he inquired of this umpire if a certain batsman was not "leg before wicket."

The umpire regarded the query pityingly, as he replied, "Of course he is, before wicket. How could he be, but if they were behind it? Don't be trying to have me, old boy."

(Continued on page 8.)

Quo Vadis

TURKISH CIGARETTES

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COMPANY MEETING.

Union Waterboat Co., Ltd.

The seventh ordinary annual general meeting of the Union Waterboat Company was held this morning at the offices of Messrs. Dodwell & Co., when Mr. G. H. Medhurst occupied the chair. There were also present Messrs. P. J. Bisschop, J. W. C. Bonner, C. A. Tomes and A. H. Skelton, directors, and Messrs. A. Ellis, T. G. Weall, S. R. Carlile and G. R. Edwards.

The chairman said:—Gentlemen.—The report and accounts having been circulated, I propose, with your permission, taking them as read. By exercising strict economy, compatible with keeping up the efficiency of the company's fleet, we have been able to show a profit for the year ended December 31 last of \$41,307.00, which I trust you will consider satisfactory.

Beyond referring to the report of the auditor regarding the balance sheet, which reads as follows:—

"I report that I have audited the above balance sheet with the books and vouchers of the company in Hongkong and that in my opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the company's affairs at the 31st December, 1911, according to the best of my information and the explanations given, and as shown by the books of the company. I have obtained all the information and explanations I have required."

On the proposition of Mr. Carlile, seconded by Mr. Weall, Mr. A. O'Gourdin was re-elected auditor.

The Chairman:—Thank you very much gentlemen for coming; the dividend warrants will be ready to-morrow.

COMPANY REPORT.

Kowloon Land and Building Co., Ltd.

The following is the twenty-third report of the Board of Directors to the Ordinary Meeting of Shareholders to be held at the Company's Offices, Victoria Buildings, at noon on Monday, Feb. 5:

Gentlemen.—The Directors now submit to you a statement of the affairs of the Company, and Balance Sheet for the year ending December 31, 1911.

The Balance of Profit and Loss Account for the year, including \$878.23 balance brought forward from last account, after writing off all charges and expenses, amount to \$17,515.02. The Directors recommend that a dividend of \$2.75 per share be paid, which, after writing off the Directors' and Auditor's fees, Thompson.

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Hongkong, 15th January, 1912.

will leave a balance of \$405.02 to be carried forward to the credit of a new Profit and Loss Account.

Directors.—Messrs. T. F. Hough and A. Rodger retire by rotation, but offer themselves for re-election.

Auditor.—The accounts have been audited by Mr. R. C. Edwards, who now retires, but offers himself for re-election.

T. F. Hough,

Chairman.

H.M. cruiser Powerful, after flying the flag of the Commander-in-Chief of the Australian Squadron for six years through three successive commissions, put into Colombo on Jan. 13 on her way home. On her arrival in England the Powerful will go to Devonport to relieve the old Impregnable, a ship of Nelson's days, as a boys' training establishment, in which she will also fly the flag of the naval Commander-in-Chief at that port.

It is reported from Auckland, New Zealand, that a lifebuoy bearing the name Waratah was found on the West Coast Beach, near Waikanae, covered with barnacles of marine growth. The finder, in removing the barnacles, obliterated the name. He states that when the lifebuoy was found the name was plainly seen. If the lifebuoy belonged to the Blue Funnel steamer Waratah, which was lost off the South African coast in July, 1900, with all hands, it must have travelled over 7,250 nautical miles.

DON'T FORGET.

Monday, Jan. 29.
St. Paul's College Sports.
Tuesday, Jan. 30.
Sanitary Board.
Union Waterboat Co., Ltd., seventh annual meeting, noon.
Wednesday, Jan. 31.
French Convent Prize Distribution.
Prize Distribution, St. Stephen's College.
Thursday, Feb. 1.
Kowloon Land and Building Co. Meeting.
Friday, Feb. 2.
Ninety-first ordinary half-yearly meeting of the Hongkong, Canton and Macao Steamboat Co., Ltd., noon.
Saturday, Feb. 3.
Licensing Board, 2.15.
Sunday, Feb. 4.
Volunteer Dinner to Capt. Thompson.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?



For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint.

Public Companies

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-FIRST ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th February, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 28th January to 6th February, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 18th Jan., 1912.

THE KOWLOON LAND AND BUILDING CO., LTD.

NOTICE is hereby given that the TWENTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, 5th February, 1912, at Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1911.

The Register of Shares of the Company will be CLOSED from MONDAY, the 28th January, to MONDAY, the 6th February, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Company, Ltd., Agents for the Kowloon Land & Building Company, Ltd.

Hongkong, 20th Jan., 1912.

G. FALCONER & Co., Ltd.,

WATCHMAKERS & JEWELLERS.
LARGE SELECTION OF HALL MARKED
ENGLISH SILVERWARE.

TEA SETS, SALVERS, ROSE
BOWLS, FISH & DESSERT
KNIVES & FORKS.

PERFECTION WHISKY
IS ALWAYS
PERFECTION IN ITSELF
AND

"Worth Having"

THE BEST SCOTCH

Perfection WHISKY

SOLE AGENTS, H. Price Co., Ltd., 15, Queen's Road, Hongkong.

PROPRIETORS,
D. & J. McALLUM, EDINBURGH.

PERFECT IN MELLOWNESS, PERFECT IN BOUQUET,
PERFECT IN PURITY

A PERFECT DRINK WITH TANSAN

NOTICE TO CONSIGNEES.

FROM SHANGHAI, MOJI
AND KOBÉ.

THE Steamship

"JAPAN"

having arrived from the above ports, consignees of cargo are hereby informed that the goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense into the hold, and for extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO., LD., Agents.

Hongkong, 20th Jan., 1912.

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"JAPAN"

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 3rd Feb., at 1 P.M. For Freight or Passage, apply to

DAVID SASSOON & CO., LD., Agents.

Hongkong, 20th Jan., 1912.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Sailings from Hongkong and from St. John, N.B.

"E. of Japan" ... Sat., Feb. 24	"E. of Ireland" ... Fri., Mar. 22
"Montague" ... Mar. 23	"E. of Ireland" ... Apr. 19
"E. of India" ... Apr. 20	"E. of Ireland" ... May 17

To Vancouver, B.C., sailing at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For SHANGHAI, Kobe, Yokohama, and Victoria, B.C.	On Steamship
SAIDAKAN, MAUSANG	Saturday, 3rd Feb., Noon.
MANILA, LOONGSANG	Saturday, 3rd Feb., 2 p.m.
SINGAPORE, PENANG, & CALCUTTA	Saturday, 10th Feb., 2 p.m.
SHANGHAI, Kobe & MOJI	KUTSANG* ... Wday, 14th Feb., Noon.

FOR THE MANILA CARNIVAL.—February 3rd to 10th, 1912.
A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from date issued. Passengers taking out these tickets are exempt from the Head Tax.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, via Chingwangtao.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215. General Managers.
Hongkong, 30th January, 1912.

'SHIRE' LINE OF STEAMER, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

(Subject to Alteration.)

For LONDON & ANTWERP, "PEMBROKESHIRE"	6th February.
LONDON & ANTWERP, "CARMARTHENSHIRE"	28th February.
LONDON & ANTWERP, "GLAMORGANSHIRE"	15th March.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
AGENTS.

Hongkong, 29th January, 1912.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG
TUESDAY, 30th JANUARY.
10.00 p.m. "PATSHAN." 6.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY, 4th FEBRUARY.
The Company's Steamship, "SUI AN"

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao, at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 589 Tons, and "NANNING," 589 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the
HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
HOTEL MANSIONS (FIRST FLOOR),
Opposite the Blake Pier.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong.—Subject to Alteration

Destinations.	Steamers.	Sailing Dates.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	HIRANO MARU, Capt. H. Fraser, T. 9,000 TANGU MARU, Capt. K. Kawata, T. 8,000	WEDNESDAY, 31st Jan., at Daylight. WEDNESDAY, 14th Feb., Daylight.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, Kobe, YOKOHAMA, ORI, & YOKOHAMA	SADO MARU, Capt. J. Richards, T. 7,000	TUESDAY, 13th Feb., at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. T. Sakine, T. 5,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	FRIDAY, 16th Feb., at Noon. FRIDAY, 15th Mar., at Noon.
BOMBAY via SINGAPORE & COLOMBO	TOSA MARU, Capt. Sato, T. 6,000	MONDAY, 5th Feb.
NAGASAKI, Kobe & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 14th Feb., at Noon.
Kobe & YOKOHAMA	AKI MARU, Capt. K. Homma, T. 7,000	THURSDAY, 1st Feb., at 11 A.M.
SHANGHAI, MOJI & Kobe	ONYLON MARU, Capt. Tazawa, T. 6,000	WEDNESDAY, 31st Jan.
NAGASAKI & Kobe	TENSHIN MARU, Capt. T. Hori, T. 4,000	FRIDAY, 2nd Feb.

† Cargo only.
† Fitted with new system of wireless telegraphy.

NEW LINE OF STEAMERS BETWEEN KOBÉ and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Bangkok.
The next steamer to sail from Hongkong:

"MIKE MARU" ... Tons 4,000 ... Capt. G. Tagawa ... Jan. 31st.

1912 PASSENGER SEASON 1912.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawata	Feb. 14th
KAMO MARU	8,000	F. L. Sommer	Feb. 28th
AKI MARU	7,000	K. Homma	Mar. 12th
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th
KAGA MARU	7,000	M. Hagino	April 10th
ATSUTA MARU	9,000	Wm. Thompson	April 24th
HITACHI MARU	7,000	T. Yamawaki	May 8th
MIYASAKI MARU	9,000	T. Mural	May 22nd

FOR SEATTLE
INABA MARU 7,000 S. Tomimaga Feb. 27th.
TAMBA MARU 7,000 K. Noda Mar. 26th.
SANUKI MARU 7,000 T. Iisawa April 9th.
AWA MARU 7,000 T. Yamawaki April 23rd.
INABA MARU 7,000 S. Tomimaga May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Upper Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For.	Steamers.	To Sail.
HOIHOW & HAIPHONG	"SINGAN"	1st Jan. 10 A.M.
SHANGHAI	"CHINHUA"	1st Feb. 4 P.M.
SHANGHAI	"ANHUI"	2nd "Night"
MANILA, CEBU & ILOILO	"TAMING"	6th "4 P.M."

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin "crew" Steamers "Tean" and "Taming" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft. SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chosen, Lintan, Chikoku)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday, day Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wootung.

Reduced Fares:—Single \$45. Return \$75.
For Freight or Passage apply to

BUTTERFIELD & SWIRE.
Telephone No. 24.
Hongkong, 29th January, 1912.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kote & Yokohama:	For Havre, Rotterdam & Hamburg:
S.S. Goldenfels, 31st Jan.	S.S. "Sambia" ... 4th Feb.
Suevia ... 18th Feb.	For Havre, Hamburg & Antwerp:
Belgravia ... 26th Feb.	S.S. "Sambia" ... 18th Feb.
Sachsen ... 8th Mar.	For Marseilles, Rotterdam & Hamburg:
O. Ferd. Laeisz, 30th Mar.	S.S. "Sambia" ... 26th Feb.
For Further Particulars, apply to—	For Rotterdam, Hamburg & Antwerp:
	S.S. "Sambia" ... 29th Feb.
	For Havre, Rotterdam & Hamburg:
	S.S. "Goldenfels" ... 1st Mar.
	For Havre, Rotterdam & Hamburg:
	S.S. "Pruessner" ... 7th Mar.

Hamburg-Amerika Linie,
Hongkong Office.
Hongkong, 30th January, 1912.

HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	M. O. Smith	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 31st Jan., 4 p.m.
BUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 10th Feb., 4 p.m.

Philippines Carnival, Feb. 8 to 10, 1912.
For sailing on 31st instant, special reduced rate, Hongkong-Manila and return \$50.00.

No Polltax.
For Freight or Passage, apply to
SHEWAN TOMES & CO.
GENERAL MANAGERS
Hongkong 28th January, 1912.

A. R. MARTY. HONGKONG-HOIHOW-HAIPHONG-PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.
Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Sailing
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For Freight and Passage, apply to
A. R. MARTY,
24, Des Vaux Road.
Telephone 118.
Hongkong, 12th June, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Thilwong	JAPAN	1st half Feb.	JAVA	1st half Feb.
Tilmannek	JAPAN	1st half Feb.	JAVA	1st half Feb.
Tilmahl	JAVA	1st half Feb.	SHANGHAI	2nd half Feb.
Tilafajap	SHANGHAI	1st half Feb.	JAVA	2nd half Feb.
Tilafroem	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tilpannas	JAVA	1st half Mar.	JAVA	1st half Mar.
Tilbodas	JAVA	1st half Mar.	SHANGHAI	1st half Mar.

The steamers are all fitted throughout with Electric Light, and have accommodations for a limited number of saloon passengers, and will take cargo at all Ports in Netherlands-India on through B/L.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo on all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	Feb. 16th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	Mar. 8th, Noon.
S.S. "Tonoy Maru"	21,000	E. Bent	Mar. 15th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	Apr. 6th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office. The triple screw steamer "CHIYO MARU" will be dispatched for San Francisco via SHANGHAI, NAGASAKI, Kobe, YOKOHAMA, and HONGKONG on FRIDAY, the 15th February, at Noon.

INTERMEDIATE SERVICE.
The steamer "Nippon Maru" 11,000 tons Capt. A. G. Stevens, will be dispatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Hongkong on Friday 8th March, at Noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo and the Trans-Pacific National Railway at Salina Cruz.)

Only Regular Direct Service to Manzanillo, Chilian and Puerria Ports.
PROPOSED SAILING FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
Kyo Maru	17,500		Saturday, Feb. 17, Noon.
Bayo Maru	10,500		Tuesday, April 9, Noon.
Hongkong Maru	11,000		Friday, June 7, Noon.

For further particulars apply to
K. MATSUDA, Agent.
(KING'S BUILDING, Opposite Blake Pier)

LOG BOOK.

Notice to Mariners.

The following Notice to Mariners has been issued by Mr. W. Ferd. Tyler, Coast Inspector.—
Signals made by light-vessels when out of position.—Notice is hereby given that, from the 15th February, 1912, the following uniform system of signals to indicate that a light-vessel is out of position will become operative as regards all light-vessels of the Chinese Service:—

By day: a red flag hoisted at the masthead or yard-arm.
By night: the usual light discontinued, and a red-light exhibited from each end of the vessel.

In the case of a light-vessel whose usual light is red, or red and white, a white light instead of a red light will be exhibited from each end of the vessel.

The Meishun.
The following is from the "Leading Light" of Jan. 28:—

After a trial trip on the river on January 23, there left the harbour on the 25th a curious craft that looked to the uninitiated somewhat like a submarine undergoing surface manoeuvres. It was the hull of the Norddeutscher Lloyd steamer Meishun, which was burned to the water's edge in August last and has been bought in Japan for service on the Inland Sea. The engines being comparatively uninjured, they were repaired and put in running order by the Shanghai Dock and Engineering Company and the vessel decked over. The only erection on the vessel's deck was an extended boiler casing, which covered boilers and engine room and provided the only chalthouse and bridge available. Steering was carried out by tackles worked from the after capstan and the lookout will presumably be kept on top of the boiler casing. The vessel carried one hundred tons of coal in her after hold, and as she steamed down the harbour, appeared to present little fore-board or top-hamper on which the wind might get a hold.

Foreigners on British Ships.

The very newest trade protection association—or trade union, one might call it—is that just formed for the purpose of putting a stop to the practice of employing foreigners as stewards, messmen, etc., in British warships. Whether the association will succeed in its aims is doubtful. For one thing, the Oriental makes a cheap and handy servant, particularly on certain foreign stations, and officers will continue to engage him so long as they are permitted to do so. It is, however, a fact that foreigners have in the past found it very easy to get employed on board British warships, and that these aliens often had another occupation besides the one they were professedly following when there. We have almost got rid of the German and Italian bandmen from the Navy, and the sooner the foreign domestic is excluded too, the safer will our Naval secrets be. A great deal of fuss is being made about the Admiralty order which keeps pedlars off His Majesty's ships. Nevertheless, it is a good regulation. Jack can spend his money to better advantage amongst tradesmen ashore, and too frequently the most familiar British surnames hide the identity of pedlars who have not a pin's point of British blood in their whole body.—The "Globe."

Raja Randhir Singh, the chief of the little state of Mathar in the Baghalkhand agency, met with a violent death during the Delhi Durbar, and the "Pioneer" gives the following details: He was shot in the main street of his little capital, a small town on the Delhi Indian Railway, and died the same morning. Arrangements were made to have been made in connection with the case, which is still under enquiry. Orders were issued by Government concerning the possession of the chiefship immediately on receipt of the official reports and the installation of the eldest son of the deceased. The funeral took place on January 24.

COMMERCIAL.

The Diamond Market.

A Reuter telegram from Kimberley dated Dec. 9 says:—Mr. Oats, the chairman, presided at the 23rd annual meeting of the De Beers Consolidated Mines (Limited) here this morning. Proposing the adoption of the balance-sheet and profit and loss account, the chairman commented especially on the following points:—The profit for the year was £2,270,291, after providing £488,000 for depreciation, including £247,180 written off claims and reducing the machinery and permanent works to £1. Of that profit £1,800,000 had been appropriated for dividends. Together with £205,458 for Union mining taxation on profits for the year, the company had also to pay £310,137 for Union mining taxation in respect of the previous year, the amount of which was applicable to the balance of £728,395 unappropriated on July 1, 1910. The balance carried forward on June 30, 1911, was £623,019, and the revenue from diamond account for the last year was £4,938,000 against £5,414,000 for the previous year.

For the year 1909-10 the company had sold 3,014,270 carats for £5,842,000. Resuming, its customary policy of judiciously regulating supply by demand and thus favourably influencing the prices of diamonds, the company had limited its sales to 2,147,400 carats during 1910-11, which had realized £4,915,000, averaging 45s. 6d. per carat, as against 38s. 9d. per carat for the preceding year. Notwithstanding the very large decrease in quantities, the total profit was reduced by only £420,000.

The reserve investments had been increased from £608,900 to £1,337,050, and the stock of blue ground on the floors had been increased from 7,776,000 to 9,021,900 loads. During the year they had provided for the redemption of first mortgage debentures and obligations amounting to £1,243,000, and had transferred £405,864 to reserve investments.

Referring to the future of the company, the chairman said that they were unable to obtain in the past financial year the benefits of the rise in the prices of diamonds which had now been brought about by their self-denial in putting on the market smaller quantities, but they were now beginning to derive benefits from this policy, and he felt that with a continuation of the present prices the company should be able to make in the current financial year a considerably greater profit, and that shareholders might expect some increased payment next year.

The report was seconded by Colonel Harris, who said that the chairman had not erred on the side of undue optimism with regard to the future. It was resolved to send a cablegram of sympathy with Sir Julius Wernher in his illness and an expression of good wishes for his speedy recovery.—Reuter.

Rubber Share Market.
The following is Messrs. Zorn & Lathum's Mid-Weekly Report on the Rubber Share Market, dated Dec. 27:—

The Christmas holidays have intervened since the date of our last week's report, and there has been no opportunity for any fresh development in the market, either for shares or the commodity. The Plantation actions of Wednesday and Thursday last went off in quite a satisfactory way. Prices ruled a few pence lower than at the previous sale, but this was in accordance with market anticipations, and did not have much effect upon share-values. It could hardly be expected that the activity prevailing during the last two weeks in the share market could be kept up on the very eve of Christmas, but while the volume of transactions has been somewhat smaller, investors have continued to pick up all the better-class shares with quiet persistence, and the tone all round is strong and buoyant. It is noticeable that no great desire is shown to "carry over" commitments, most purchasers preferring to take up and pay for their shares. This is, of course, an excellent sign, and it looks as if the Rubber Share Market would commence the year 1912 in a healthy and vigorous condition.

SHARE REPORT.

Stocks & Firms of Value	Current Price	Interim dividend of 25 per share at exchange 1/8 = \$22.53 for year ending 30th June 1911.
HONGKONG & SHANGHAI	\$125	\$22.53
MARINE INSURANCES		
Canton	\$197 1/2	\$16 for 1910
North China	\$1100	Interim of 10/- for 1910
Union	\$860	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910
FIRE INSURANCES		
China Fire	\$20	\$12 for 1909 and Int. of \$3 on account of 1910
Hongkong Fire	\$361	\$7 & 1/2 of \$2 for 1909
SHIPPING		
China & Manilla	\$25	\$1 for 1909
Union's Steamships	\$50	5 p.c. for year ending 30-6-11
Strait Steamers	\$15	Dividend of \$1 1/2 for half year ending 30-6-11
INDO-CHINA		
(Preferred)	\$25	8% final making 6% for 1908 & 1909
(Deferred)	\$25	on preferred shares
"Sic" Transports	\$1	1/- per share Coupon No. 15 2/6 per share Coupon No. 16 for 1910
"Star Ferry"	\$10	Div. 7 p.c. for year ending 30-6-11
REFINING		
China Sugar	\$100	\$10 for 1910
Lunson Sugar	\$100	\$3 for 1907
MINING		
Chinese Engineering	\$1	Interim of 1/- on account for year ending 28-2-11 (Coupon No. 16)
TRADING		
Tonghai	\$1	1s. 2d. per share on 150,000
Ranba	\$1	\$3 for year ending 31-12-10
DOCKS, WHARVES, & GOWNS		
Hongkong Wharfs	\$50	\$1 interim dividend for year to 30th June 1911
H. K. & W'poo Docks	\$50	Tls. 2 1/2 for 1910
Shanghai Wharfs	\$100	Final of Tls. 4 for 1910
Hongkong Wharfs	\$100	Tls. 6 2/3 for 1910
LANDS, HOTELS & BUILDINGS		
Anglo French Lands	\$100	\$5 on old shares, \$1.50 on new shares for half year 31-12-10
Hongkong Hotels	\$50	Interim div. of \$3 1/2 for 1911
Hongkong Lands	\$100	45 cents for 1910
Hua phay, Estates	\$10	\$2 1/2 for 1910
Kowloon Lands	\$30	5% for half year to 30-6-11
Shanghai Lands	\$30	
WEST POINT		
West Point	\$50	Interim div. of \$2 for 1911
MANILA		
Manila M'pole Hotel	\$10	15 per cent. for 1910
EWOS		
Ewos	\$50	T4 for year ending 31-10-10
HONGKONG COTTONS		
Hongkong Cottons	\$10	T7 for year ending 20-12-10
MISCELLANEOUS		
China-Borneo	\$10	50 cents 31-7-08
Light and Power	\$10	\$1 for 1910
Do. (Spec. shares)	\$1	
China-Provident	\$10	80 cents for 1910
Dairy Farms	\$5	\$1.25 for year ending 31-7-11
Green Islands	\$10	Interim of 15 cents per share for 1910
Hongkong Electric	\$10	\$1.20 per share and 1/2 of 10 cents
Hongkong Ice	\$25	\$2 interim for half year ending 30th June 1911
Hongkong Paper	\$10	\$1 interim account 1911
Langkai	\$10	Special bonus T2 15-11-11
Morning Post	\$25	Interim div. T1 15-8-11
Peak Tramway	\$10	Interim div. T1 15-6-11
Do. (new)	\$1	Interim div. T1 15-9-11
Philippines	\$10	80 cents on fully paid shares and 5 p.c. on \$1 paid shares for year ending 30-4-11
H. Price & Co., Ltd.	\$10	None
Societe des Preferees	\$50	None
Papieries	\$10	\$1.50 for 1910
de Tonkin	\$10	First year
Shanghai-Sumatra	\$20	No dividend this year
Steam Laundry	\$5	50 cts. for year ending 30-6-11
United Assurance Ordinal Agency, Ltd.	\$10	15 per cent. per ordinary share for year ending 31-5-1911
United Assurance Founders Share	\$10	5 per cent. for year ending 31-12-1910
Union Waterbat	\$10	10 per cent. for year ending 31-7-10
W'emann, Ltd.	\$10	30 cents for 1910
Watson	\$10	
William Powell	\$10	

Corrected to 3 p.m. January 29, 1912. WRIGHT AND HORNBY.

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTORS, ELECTRICAL AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.
Three Patent Slipways with cranes up to 3,000 tons displacement, providing facilities for launching ships with most efficient results.
100-ton ELECTRIC CRANE on JOIST.
ELECTRIC OVERHEAD CRANES throughout.
Ten Shop Ranges up to 100 Tons.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
M. HARRIS AND ASSOCIATES.
BUTTERFIELD & SWIRE
HONGKONG, CHINA.

Exchange

Exchange	Rate
London	1/11 1/16
San Francisco	1/11 5/16
San Francisco and New York	1/11 7/16
T/T. Shanghai	1/11 7/16
T/T. Japan	8 1/2
T/T. India	9 1/2
T/T. Java	10 1/2
T/T. Siam	11 1/2
T/T. Hongkong	12 1/2
T/T. Canton	13 1/2
T/T. Hankow	14 1/2
T/T. Tientsin	15 1/2
T/T. Peking	16 1/2
T/T. Harbin	17 1/2
T/T. Manchuria	18 1/2
T/T. Korea	19 1/2
T/T. Formosa	20 1/2
T/T. Luzon	21 1/2
T/T. Philippines	22 1/2
T/T. Java	23 1/2
T/T. Sumatra	24 1/2
T/T. Borneo	25 1/2
T/T. Celebes	26 1/2
T/T. Moluccas	27 1/2
T/T. East Indies	28 1/2
T/T. West Indies	29 1/2
T/T. Central America	30 1/2
T/T. South America	31 1/2
T/T. Africa	32 1/2
T/T. Europe	33 1/2
T/T. Asia	34 1/2
T/T. Oceania	35 1/2
T/T. Australia	36 1/2
T/T. New Zealand	37 1/2
T/T. South Africa	38 1/2
T/T. Egypt	39 1/2
T/T. Persia	40 1/2
T/T. India	41 1/2
T/T. China	42 1/2
T/T. Japan	43 1/2
T/T. Korea	44 1/2
T/T. Manchuria	45 1/2
T/T. Formosa	46 1/2
T/T. Luzon	47 1/2
T/T. Philippines	48 1/2
T/T. Java	49 1/2
T/T. Sumatra	50 1/2
T/T. Borneo	51 1/2
T/T. Celebes	52 1/2
T/T. Moluccas	53 1/2
T/T. East Indies	54 1/2
T/T. West Indies	55 1/2
T/T. Central America	56 1/2
T/T. South America	57 1/2
T/T. Africa	58 1/2
T/T. Europe	59 1/2
T/T. Asia	60 1/2
T/T. Oceania	61 1/2
T/T. Australia	62 1/2
T/T. New Zealand	63 1/2
T/T. South Africa	64 1/2
T/T. Egypt	65 1/2
T/T. Persia	66 1/2
T/T. India	67 1/2
T/T. China	68 1/2
T/T. Japan	69 1/2
T/T. Korea	70 1/2
T/T. Manchuria	71 1/2
T/T. Formosa	72 1/2
T/T. Luzon	73 1/2
T/T. Philippines	74 1/2
T/T. Java	75 1/2
T/T. Sumatra	76 1/2
T/T. Borneo	77 1/2
T/T. Celebes	78 1/2
T/T. Moluccas	79 1/2
T/T. East Indies	80 1/2
T/T. West Indies	81 1/2
T/T. Central America	82 1/2
T/T. South America	83 1/2
T/T. Africa	84 1/2
T/T. Europe	85 1/2
T/T. Asia	86 1/2
T/T. Oceania	87 1/2
T/T. Australia	88 1/2
T/T. New Zealand	89 1/2
T/T. South Africa	90 1/2
T/T. Egypt	91 1/2
T/T. Persia	92 1/2
T/T. India	93 1/2
T/T. China	94 1/2
T/T. Japan	95 1/2
T/T. Korea	96 1/2
T/T. Manchuria	97 1/2
T/T. Formosa	98 1/2
T/T. Luzon	99 1/2
T/T. Philippines	100 1/2

PEAK TRAMWAYS CO. LIMITED.

Time Table	Rate
7.00 a.m. to 8.00 a.m. Every 15 min.	10 min.
8.00 a.m. to 10.00 a.m. Every 15 min.	10 min.
10.00 a.m. to 11.00 a.m. Every 15 min.	10 min.
11.00 a.m. to 12.45 p.m. Every 15 min.	10 min.
12.45 p.m. to 1.15 p.m. Every 15 min.	10 min.
1.15 p.m. to 1.45 p.m. Every 15 min.	10 min.
1.45 p.m. to 2.15 p.m. Every 15 min.	10 min.
2.15 p.m. to 3.00 p.m. Every 15 min.	10 min.
3.00 p.m. to 3.10 p.m. Every 15 min.	10 min.
3.10 p.m. to 3.45 p.m. Every 15 min.	10 min.
3.45 p.m. to 4.15 p.m. Every 15 min.	10 min.
4.15 p.m. to 4.45 p.m. Every 15 min.	10 min.
4.45 p.m. to 5.15 p.m. Every 15 min.	10 min.
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